THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. IX NO. 12. CLEVELAND, O., MARCH 24, 1887. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Joseph Lavier, for the past seven seasons steward on the steamer Wocoken, will fill the same position on the C. Tower, Jr., this season.

The Cleveland Shipbuilding Co. is fitting out a number of steamers and is ready to set up the machinery in the Grover-Bradley steamship at Radcliffe's yard.

Captains Jamison and Williams, of Milwaukee, passed through the city on the way to join their respective schooners, the C. F. Houghton and Joseph Paige.

Harry Smith, who has been industrious in putting the steward's department on the steamer St. Paul in good shape during the past week, has been appointed steward of the Colwell.

The schooner Charles Hutchinson Captain Brown, which had been icebound four miles, off this port with a cargo of limestone last Thursday, was released and brought inside on Sunday, by the tugs Cushing and Helene.

The tug Dan Connolly, built at Radcliffe's yard for Captain Fred Groch, of Sandusky, was launched Tuesday, in a quiet way, Mr. Radcliffe having two much business on hand with his two large steamers to make much fuss over a tug.

Captain George Teboo, the Artemus Ward in marine circles, was in the city this week. He has retired from the lakes, and if his humor holds out he will go into other business. Captain Teboo made his reputation as a humorist while in command of the steamer Saginaw in the excursion business in 1883.

Mr. W. C. Munroe, mechanical engineer, representing the Davidson Steam Pump Company, of New York, spent a few days in the city last week. Mr. Munroe is an old lake man and run on the old passenger steamer City of Buffalo, in her palmy days. He acknowledges that we build a better steamer on the lakes, wood, iron or steel, than they do on the ocean, and being well qualified to speak, his word carries some weight with it.

The action of the city council in ordering electric lights to be placed at different points along the river front is a commendable one. Two will be placed at the corner of Old River and Elm streets, two at the corner of Old River and Taylor streets, one on Front street, near the river; three at the corner of Franklin avenue and Russia street, and one at the bend of the river between Seneca street and lower Centralway bridge. These electric lights will displace thirty gas lamps and five vapor lamps.

The Cleveland Shipbuilding Co. has just completed the purchase of their plant for iron shipbuilding, which is of the best approved pattern. The tools for their boiler shop have also been secured, being of the largest class and include the Tweddle plant for riveting and flanging. The contract has been closed for the construction of their new foundry on the corner of Center and Washington streets. It will be 160 feet long by 70 feet wide, and will be completed in about ninety days, when the company will be ready for business in every department.

A public exhibition of the capabilities of the pneumatic barge Cyclone, under the direction of the inventor, Lyman Smith, was made yesterday, the test proving beyond question that anything small enough, however heavy, that can pass through the pipes, can be raised. Quite a number of men interested in maritime affairs and the transfer of grain were present. The vacuum pressure did not exceed one pound. The material was lifted through a 12 inch pipe, from boxes upon the dock, 40 feet and deposited in the receiving tank. The exhibition began with taking up about one ton of fine iron ore. Next about the same quantity of iron ore, in chunks of all sizes ranging in weight from one to thirty pounds, was elevated. Following this about 500 pounds of stones, weighing from one to ten pounds, took a trip up. Then 500 pounds of authracite egg coal went up, followed by 700 lbs of pig iron, broken up into pieces from six inches to eighteen inches in length. The exhibition was concluded by taking up two iron balls, one of six inches and one of eight inches in diameter. No damage whatever was sustained by any portion of the apparatus demonstrating the vast margin of durability and safety of this machinery, when used for the purpose of handling grain for which it was constructed. The wide range of work which may be done by pneumatic process was very thoroughly shown to the satisfaction of all present.

Meteorological summary for the week ending March 23:

Mean barometer	29.917
Mean temperature	28 6
Mean humidity	82.8
Total precipitation, inch	.13
Prevailing direction of wind	N.W.
Total wind move	1359
Av. clouds	7.8
Av state of weather	Cloudy
Max. temperature, highest	37.8
Min temperature, lowest	19.1

WILLIAM LINE, Sgt. Signal Corps, U. S. A.

CHICAGO.

Special to the Marine Record.

The schooner Pensaukee is getting a new foremast at Miller Bro.'s drydock.

The steamer Berrian, with merchandise from St. Joe, arrived here the 16th. Captain R. Phillips reports that the work on Graham's new steamer is progressing finely and rapidly nearing completion.

Captain Thos. Chron, commodore of the Marinette barge line, has arrived from Bay City, and is putting his barges in first-class condition for next season's work. He will sail the J. C. Perrett, with C. E. Marcos as engineer.

The steambarge M. F. Butters left Saturday for Milwaukee to receive new steel arches at the Milwaukee Drydock Co.'s yard. She is commanded as follows: Louis Olson captain; John Anderson mate; Wm. Stackhouse engineer.

The steambarge Pickands has been placed in one of Miller Bros.' drydocks to have her stern bearings fixed.

The steambarge L. H. Worthington and schooners J. B. Wilber and Wm. Jones have been painted and will leave for Cedar river as soon as Green Bay opens.

At the Chicago drydock Co.'s dock the barge Guiding Star had her bottom calked and received new mizzen masts; the steambarge Charley Reitz received some calking; schooners S. J. Luft and M. E. Cook received each a new boom; schooner Ford River a gaff; the propeller H. D. Coffinberry had her top sides calked; tug Monitor received some calking; some repairs were made to the steamers Manistique, B. W. Blanchard, Jay Gould, and schooners Eagle Wing and Havana.

Captain Wm. Turner is growing thin, weighing only 256 pounds. He now contemplates a trip to the north pole, to make discoveries important to the fat man's race.

Of the 3,000,000 bushels tonnage capacity wintering in Chicago there are already 2,643,000 bushels loaded. Of this fleet 49 vessels go to Buffalo, 15 go to Georgian Bay, and five to Sarnia. The freight obtained ranges from 5½ to 6½ cents to Buffalo and not more than 4¾ cents to the other ports. The following vessels are for Buffalo: Propellers Monteagle, Alaska, Lehigh, Cormorant, T. W. Palmer, Nipigon, John F. Eddy, Havana, Australasia, Grand Traverse, C. H. Green; schooners Rosa Sonsmith, Mattie C. Bell, James Couch, H. R. Newcomb, G. J. Boyce, A. Bradley, John Martin, F. M. Knapp, Genoa, Pensaukee, Helena, Red, White and Blue, A. Cobb, Wayne, Ida Keith, Donaldson, S. M. Stephenson, D. E. Bailey, Annie Sherwood, F. A. Georger, L. A. Law, Scotia, James Mowatt, Naiad, M. L. Higgie, Melbourne, C. C. Barnes, Manitowoc, E. L. Coyne, Sweetheart, C. B. Jones, White Star, Mystic Star, E. C. Hutchinson, R. B. Hayes, C. P. Minch, Cheney Ames, F. L. Danforth.

The Apprentice Boy cleared for Grand Haven light and the Adrienne, with 550 packages of merchandise, cleared at the custom house for South Haven.

Deputy collector Marsh will open customs quarters at South Chicago on April 1.

The tug Satisfaction, of the V. O. T. Company, Captain George Jewell, caught the first tow of the season, the schooner C. O. D.

The inspection force at the barge office will go on duty about April 15. Deputy Collector Timm would like to have the men by April 1, but the main office can not supply them as early as that.

The managers of the Lake Marine insurance pool held a conference here Saturday, and decided to maintain the present organization with head quarters at Buffalo. Among those present were Townsend Davis, Oscar Field, and Henry Sill, of Buffalo, C. H. Bigelow, of St. Paul, and David Vance, of Milwaukee. Some talk was had in regard to establishing the pool headquarters at Chicago again, as the outlook for the coming season at this port is unprecedented in the amount of tonnage that will arrive and depart. The operation of the interstate commerce bill will, it is thought, make the demand for grain bottoms constant and imperative, and it is reported that there is now being stored at Duluth and Milwaukee grain and flour enough to employ half the available fleet during the season, C. A. Pillsbury having alone placed 100,000 barrels of flour in store at Duluth up to March 1. These facts were discussed by the pool managers but they finally decided to keep the headquarters at Buffalo, and take in three new insurance companies, viz.: The Boston marine, the Mannheim, of Germany, and the Anglo-Nevada, of California.

DETROIT.

Special to the Marine Record.

The new steambarge, building by John Oades & Son, ship-builders, has been sold to the Inter-Lake Transportation Co., of Detroit. She will be launched in July. Her dimensions are 186 feet over all, 174 feet keel, 34 feet beam, 13 feet lower hold, 7½ feet upper hold. Steeple compound engine, 24 and 46 by 36, being built by the Frontier Iron Works, and the boiler, 12½ by 12, of steel, Scotch type, is being built by John McGregor & Sons. Oades & Son have given the schooner Canton new main keelsons and keel box, stern, foremast, mast partners, and new windlass bits, and her top sides recalked; the schooner John Burt new stanchions, plank sheer, rail, and top sides recalked; the barge Worthington is receiving new stern, transoms, rudder box, extra timbers inside, new frames aft, and general repairs; the schooner Col. Cook has had new rail, stanchions, bulwarks, plankshear, her keelsons repaired, and a general overhauling, amounting to about $700. Captain W. J. Bowen has been looking after the repairs. He expects to leave here with her this week for Kelly's Island to load stone for Cleveland. The tugs Crusader and Sweepstakes have received new boiler decks, bunkers, and general repairs.

The Frontier Iron and Brass Works are building for F. W. Wheeler, West Bay City, two triple expansion engines, 20, 32 and 52 by 40 for steamship building by him for Captain Thomas Wilson, of Cleveland, and the Mills' Transportation Co., also, a steeple compound engine, 24 and 46 by 36, for the new steambarge, building by John Oades & Son, Detroit.

Wm. A. Mills' tug Oneida has received new furnaces to her boiler. She will receive a new coat of paint, as will also his tug Hercules.

John McGregor & Sons, boiler makers, have just completed a marine fire box boiler, 10½ by 16, for a steambarge, building at Trenton, for Alger Smith & Co., Detroit. They are completing a Scotch type boiler, 13 by 12½, for the steambarge Iron Age, of Newberry & Millen's line; building a Scotch type boiler, 12½ by 12, for the new steambarge, building at John Oades & Son's shipyard, Detroit; building a fire box marine boiler, 5½ by 12, for T. W. Snook, for a steambarge, building at Mt. Clemens; and a fire box boiler, 5½ by 10, for a new steamer, building by the Detroit Boat Works.

At the Detroit Drydock Co.'s shipyard the steamship, building for the Duluth and Atlantic Transportation Co. is in frame. She is 250 feet on the water line, 38½ feet beam, 22 feet moulded depth. They will build a consort for her, 235 feet keel, 39½ feet beam, 20 feet depth of hold. They will also build a car ferry, for use in the Straits of Mackinaw, about 200 feet long, 50 feet beam, 23 feet deep. She will have a screw on each end, 10 feet forward and 12 feet aft; two sets of compound engines for each wheel, 27 and 48 by 40 and 28 and 48 by 48; three double-ended Scotch boilers, 11½ by 18, each end to have two 44-inch furnaces. She will carry ten cars, and will be built for running through heavy ice. The steambarge Iron Age is in dock. She has been lengthened 48 feet amidships, and received a new boiler, 13 by 11. The steamer City of Detroit is at the shears, receiving new feathering wheels, and her cabins have been altered, similar to the City of Cleveland's. The splendid steamship Manhattan, built by this company, for the Inter-Ocean Transportation Co., Chicago, is completed and ready to leave. She is one of the finest specimens of marine architecture on our lakes, and looks magnificent.

Star line steamers appointments are: Steamer Greyhound, Captain Wm. McKay; engineer, Wm. Huff; clerk, E. W. McFall. Steamer Idlewild, Captain Duncan McLaughlin; engineer, Geerge Lawrence; clerk, E. L. Nims.

The officers of the Lake Transportation company's fleet will be as follows: Propeller Annie Smith, Captain T. LeMay; engineer, James Falconer; B. W. Blanchard, Captain J. T. Hutton; engineer, Chas. Higgens. Schooner Redwing, Captain Ed. Lohr; Leighton, Captain C. W. B. Wells; Young America, Captain John Quinn.

The Northwestern transportation company's new steamer, which is being built at Wyandotte, will be out early in May. She will be called the Breadwinner and Captain Harry Bassett will command her. James Derig will be her engineer.

The Northwestern transportation company will have the following officers for their boats: Propeller Minneapolis, Captain James Fraser; engineer, William Gerwin. Propeller Forest City, Captain E. C. Gatfield; engineer, A. J. Hard. Propeller R. J. Hackett, Captain D. Giordin; engineer, Nicholas Anderson. Schooner H. H. Brown, Captain H. W. Titus. Schooner Susan E. Peck, Captain James Sanders. Schooner William McGregor, Captain H. Sanders.

The steamers and vessels of the Detroit transportation company will be officered as follows this season: Propeller Iron Chief, Captain P. L. Miller; engineer, James Purvis. Propeller Iron Duke, Captain William Miller; engineer, Jacob Sutter. Propeller Iron Age, Captain George Miner; engineer, Louis Corns. Schooner Iron Cliff, Captain Ira Mansfield. Schooner Iron State, Captain Norman Miner. Schooner Iron City, Captain William Wilson.

It has been learned from Commander Dyer, superintendent of the lighthouse district for Lakes Erie and Ontario, that the supply steamer Haze is in commission at Detroit, with crew on board, and that she will begin placing buoys in a day or two. He was informed that vessels would probably be moving at the upper end of Lake Erie inside of a week.

The schooner Samuel J. Tilden, which was sunk by collision with the propeller Arabia last fall, about one and a half miles below Port Huron, in some thirty feet of water, has had her spars and everything above water carried away by the ice during the winter. She is, therefore, a very dangerous obstruction to vessels going through St. Clair river, as she lies nearly in the middle of the channel. The lighthouse inspector should be notified, with a view to having the obstruction removed before the opening of navigation.

MARITIME LAW.

COLLISION—TWO TOWS—ONE ROUNDING INTO SLIP—STARBOARD HAND ASSENTING SIGNAL—FAULT.

U. S. District Court, Southern District of New York.

The tug Lee coming down the North river, and rounding to go into a slip in Jersey City, was delayed by another tow running inside of her. While lying in the stream, the tug Vanderbilt, with a tow, came up the river, and was given one whistle by the Lee, which was answered by one from the Vanderbilt. At this time the courses of the two tows were crossing, the Vanderbilt having the Lee and her tow on the starboard hand. The Vanderbilt shortly afterwards ran into libelant's boat, which was one in the tow of the Lee. Held, that the Lee was in a proper position, and, under the circumstances, did all that was required of her. That the fault for the collision lay with the Vanderbilt for not stopping and backing after her assenting whistle, by which she agreed to avoid the Lee and her tow.

Brown, J.

The steam tug Lee, coming down the North river with the libelant's boat in tow, while rounding in order to go to the Erie elevator, Jersey City, was delayed by another tow running inside of her. While waiting a few minutes to let that tow pass to the north, the libelant's boat was run into by the Vanderbilt coming up river from below.

I am satisfied that the Lee, in running in towards the New Jersey shore, went as near to the inside tow as was safe. No fault can be predicted of her in this respect.

The Lee had a right to turn around in order to make her slip, and to stop for any obstacle in the way, until it had passed; but she had no right to turn so suddenly as to make the necessary swing of her tow, which was in all nearly 400 feet long, dangerous to vessels coming up the river. I am satisfied that the unexpected swing of the tow in proximity to the Vanderbilt, was one cause of the collision, though the main cause, notwithstanding the Vanderbilt's testimony, was the failure to stop and back at once after the assenting whistle. I am satisfied that there was ample time and space to avoid the tow, had she reversed immediately after her assenting whistle. There is a difference of over 600 feet in the estimates given as to the distance of the Lee from the Vanderbilt when the whistles were exchanged between them. The Vanderbilt's witnesses are more likely correct as to her own position at that time, i. e. opposite the stock dock. A person looking from aboard the Lee would naturally suppose the Vanderbilt further south than she really was. The Lee had previously given a signal of one whistle, when the Vanderbilt was one pier further down river, which was not answered, because not heard. The Lee then stopped her engines and gave a second whistle, but went on again as soon as the answer of one whistle from the Vanderbilt was received. Before this exchange of whistles, the pilot of the Vanderbilt supposed the Lee intended to wait and let the Vanderbilt go inside of her. When the whistles were exchanged, the courses of the two tugs were crossing. The Vanderbilt having the Lee and her tow on her starboard hand, was bound to keep out of the way of the Lee and her tow. The answer of one whistle was an assent by the Vanderbilt and an agreement to go to the eastward. The tow was in sight; the Vanderbilt could see its length; and if her pilot thought there was not room to manoeuvre in accordance with the signals and keep out of the way of the tow, she was bound to give danger signals, and not to have misled the Lee by answering with a signal of one whistle that the Lee should go ahead and cross the Vanderbilt's bow. It must be assumed from the assenting signal and the Lee's testimony, that there was room for the Lee to go ahead safely towards the dock, under all the circumstances of the situation. One of these circumstances was the inside tow, which was a partial obstruction and required the Lee to wait, when she had got near her, till the tow had got out of the way, and during this time the tow was necessarily swinging down river.

It is immaterial just what was the precise position or heading of the Lee, if she went as far in towards the tow as was safe, which I consider proved. It was not the duty of the Lee to go on up river, and away from her destination, in order to keep out of the way of the Vanderbilt unless a special emergency arose, requiring it, which the Lee had knowledge of in time to avoid collision by that means. In general, the Lee had the right to wait, holding her place in the river, as she did, till she could go into her slip; and having given the Vanderbilt timely notice to keep away to the eastward to avoid her by stopping, and having received an assent thereto, she had a right to expect the Vanderbilt to do one or the other and thus avoid her tow. The Vanderbilt's signal I must consider confirmatory proof of the Lee's testimony that she had time and space for keeping way; and that the only reason she did not do so was because she either neglected to observe the inside tow, and did not allow for the Lee's necessary stop; or else she miscalculated the length of the tow and its swing, and did not stop and back so soon as she might and ought to have done. I see no legal fault in the Lee, and think that the Vanderbilt must be held alone to blame.

Had the Lee, in the situation as it actually existed during a minute before the collision under the prior assenting signals, had clear reason to suppose that the Vanderbilt was not either stopping or backing in time, or not going to the eastward in time to avoid colliding with the end of her tow, it would doubtless have been a fault in the Lee that she did not hook up and go ahead so as to aid in taking her out of the impending danger of collision. But the Lee was 400 feet away from the end of her tow, and it had already swung nearly straight down river. It was impossible, I think, for the pilot of the Lee in that situation to have perceived that there was any necessity for him to hook up strong, in time to have started such a tow so as to be of any service. Had there appeared to be danger, or need of the Lee's aid it seems fair to assume, after the Vanderbilt's assenting signals had been given, that some further notice of danger or signal to the Lee should have been given by the Vanderbilt. No such notice or further signals were given by the Vanderbilt and I cannot find, therefore, that the pilot of the Lee was chargeable with any timely notice that the end of his tow was in danger through any inability or neglect of the Vanderbilt, so as to require him to deviate from the ordinary course in waiting until the inside tow had moved out of the way. The real cause of the collision, I am satisfied, was partly miscalculation by the Vanderbilt; but chiefly her tardiness in reversing, after the assenting signal.

The libelant is entitled to judgment against the Vanderbilt with costs; as against the Lee, the libel should be dismissed with costs.

January 19, 1887.

SANDUSKY DISTRICT.

Captain T. C. McGee, an old mariner has compiled a list of vessels, built, owned or documented in the Sandusky district since 1822 for the MARINE RECORD. The list will be continued until all are told:

SCHOONERS.

Name.	*Where Built.*	*Y'r*	*Ton.*
Fostoria	Black River	1865	237
Guerilla	Michigan	1859	26
Caroline	Willoughby	1852	32
Cordelia	Mud Creek	1865	30
General Sherman	Danbury	1865	52
Cygnet	Michigan	1854	82
Wm Hunter	Sandusky	1863	124
Mystic	Milan	1866	161
Chas. A. King	Cleveland	1863	316
Oak Leaf	"	1866	319
Sylvia Morton	Fairport	1863	188
La Petite	Huron	1866	122
Bell Eliza	Port Clinton	1866	81
Golden Eagle	Mustcash	1866	27
J. R. Pelton	Vermillion	1867	125
Emma	Port Huron	1859	31
M. O. Keyes	Conneaut	1866	37
Truman Moss	Sandusky	1867	219
Chas. P. Minch	Vermillion	1867	408
N. C. West	Fremont	1867	145
John B. Wilbor	Huron	1867	412
John Jewett	Vermillion	1866	102
S. B. Conklin	"	1867	101
Masonic Gem	Toussaint	1867	28
L. Gould	Conneaut	1866	41
Mayflower	Springfield	1853	28
Exile	Huron	1867	387
Oak Valley	———	1867	20
Anna P. Grover	Vermillion	1868	246
A. J. Mowry	Milan	1866	188
P. P. Royer	Detroit	1868	24
J. H. Magruder	Toussaint	1868	74
Stafford	Buffalo, N. Y	1868	199
H. F. Merry	Sandusky	1868	170
You Tell	Detroit	1866	37
S. A Wood	Milwaukee	1868	314
H. J. Webb	Vermillion	1869	431
David Stewart	Cleveland	1867	545
Mary Ann	Fremont	1869	38
Ida J. Root	Black River	1868	31

SCOWS.

Wyandotte	Detroit	1864	83
J. W. Hill	Sandusky	1864	21

STEAMERS.

Sheridan	Sandusky	1865	73
City of Sandusky	"	1866	364
A. J. Mowry	Milan	1866	207
Evening Star	Saginaw	1866	341
Eighth Ohio	Sandusky	1867	121
Germania	"	1869	72
Reindeer	Saginaw	1863	403
Lafayette	Oak Harbor	1869	27
O. H Perry	Sandusky	1869	148
Lotta Bernarnd	Port Clinton	1869	147

STEAM TUGS.

L. Q. Rawson	Sandusky	1866	28
Jennie Griffin	———	1868	27
Silver Spray	Sandusky	1869	64
Odd Fellow	Huron	1869	23

PROPELLERS.

Saginaw	Ohio City	1850	555
City of Fremont	Cleveland	1866	598
Yosemite	Sandusky	1867	310
Huron City		1867	368

For the Marine Record.

FLOWER POT ISLAND.

BY MARSHALL SPRING PIKE.

[NOTE.—Some ten miles beyond the main entrance into the Georgian Bay from Lake Huron, all persons passing up north of Cove-island, around the Gig-point lighthouse, on an easterly course, will immediately observe, over the starboard bow, among the many pretty green spots in the water about them, one, much larger and higher than all the others, and which tradition has named Flower Pot Island. This island, by all mariners and travelers who pass here, is the best remembered one, as it exhibits the most remarkable natural vase-like formations known in the world. The two figures are of huge dimensions, and are wonderfully perfect and artistic in their comparative proportions, and must impress many a novitiate of unstudied nature, as a chiseled work from some skilled antediluvian artisan. The great geological god, however, created them, and left them as ornamentations to adorn this romantic island, and to make more mysterious the beautiful spot and its wild surroundings.]

Over Lake Huron, in Georgian bay,
Through the main inlet, near Gat point rocks;
Past Cove-island light, on the Gig-point gray,
With its ragged shore full of stony blocks;
Where astern, across the port quarter deck,
Yeo, The Sisters, and Bad Neighbor rise;
While White Shingle seems but a distant speck,
A dot of lowland with trees in the skies.

Just o'er the starboard bow looms Echo isle,
Close by the Otters, besnuggled in green;
While to the eastward The Snakes stretch a mile.
Asleep in the waves beyond and between.
Near the course, farther on, lies Bear's Rump shoal,
From whose shallow sands rises up Bear's Rump;
Where the Indians still through the wild-woods stroll,
Round their wigwam homes in the thicket's clump.

But the near-by land on the windward-bow,
Which so proudly smiles in its lonely pride;
Is Flower Pot isle with its craggy brow,
Clad in evergreen trees, on every side.
And the bay-waves break on its pebbly shore,
Where water birds wing in frolicsome flocks;
Under broken cliffs, half tumbling o'er
From their dizzy height down the shattered rocks.

The Cast'e is past, and the reef's bald reach,
Which outwardly juts without shrub or sedge,
Tops the sloping banks, and gravelly beach,
Where the timid waves kiss the water's edge.
Here, Nature's great wrought-out Flower Pots stand,
Huge models in stone of a vase like form;
In grandeur to rest on the shore's white sand,
As relics of Time through sunshine and storm.

Who knows but this place was an Eden once,
Where goddesses, gods, and good spirits dwelt?
And sweet flowers bloomed through the year's twelve months,
Where now, dwadling icebergs freeze and melt.
Among the green islands which lie all around,
Along up the way to the rock-worn coast;
Past old Cabot's-Head on its lofty ground,
Are the Giant's Tomb, and the Watcher's Post.

Near the northward shore are myriad isles,
Where patches of pine and underbrush grow;
Where bowlders of granite are heaped in piles,
By the surging storms in the bay below.
But no grander sight on Canada's lands,
Though she can boast of some beautiful spots,
Than this isle, where Nature's sculptory stands,
To show the world-workers, these old Flower Pots.

LAKE CARRIERS' ASSOCIATION.

Special Correspondence to the Marine Record.

BUFFALO, March 17.

A meeting of the board of managers of the Lake Carriers' Association was held at Buffalo this date. A letter from Mr. T. W. Kirby, a member from Grand Haven, was read, protesting against the recent order of the treasury department regulating the steering gear on steam vessels, and making them uniform, but different from the common usage on sail vessels. Letters on the subject were also read from Captain Thomas Wilson, of Cleveland, and resolutions and a letter from the Cleveland Vessel Owners' Association. A letter from Captain Millen, of Detroit, was received after the meeting had adjourned. All the letters thought the order a bad one, and urged its repeal. Captain W. D. Robinson, supervising inspector for the ninth district, who was present, said that the order could be rescinded, by the secretary of the treasury withdrawing his approval, and that he thought he would do so should the Lake Carriers' Association request it; that the request for the order had originally come from the lakes. Captain Robinson thought, however, that there were more steam vessels now in conformity with the law than opposed to it, and that the measure was an advisable one. On motion of Mr. Bullard, Captain W. P. Henry was made a committee of one to investigate the subject more fully, and report at the next meeting of the board, at which meeting members and vessel men generally should be invited to be present.

The secretary was instructed to write to General O. M. Poe, Detroit, suggesting certain points in connection with the bill before the late congress for a bridge across the Sault ste Marie river; namely, whether it sufficiently provides for a draw bridge at the new lock, and also, whether the proposed amendment, though requiring the draw to be open when not in use, does not by its wording give the right of way to a train rather than to a vessel, should the two reach the bridge at about the same time.

A suggestion that the machinery of the present board of arbitration for services to vessels in distress be made available also for the voluntary reference of any differences between vessel men was laid over until the next meeting, for further consideration.

The MARINE RECORD, of Cleveland, was made the official paper of the association for the current year. The RECORD will print without charge, the minutes of the meetings and such other matter as the association may furnish. This association is not to be responsible, in any way, for the utterances of the RECORD.

Two communications from the Duluth chamber of commerce were submitted, concerning the adequacy of the proposed improvements at the Sault, and asking a convention next July at the Sault, and also that the Lake Carriers join them in an early conference with General Poe at Detroit. The secretary was instructed to answer that the board fully recognized the importance of the subject, and would have a delegation at Detroit to confer with General Poe and the Duluth committee at any date the latter might select, the earlier the better.

Adjourned. FRANCIS ALMY, Sec'y.

A NEW STEAMBOAT COMPANY.

Articles of incorporation of the Rochester, Alexandria Bay and Thousand Islands steamboat company were filed last week. The objects of the company are "to purchase or construct steamships and to operate the same for the carriage of passengers and freight and to engage in general commerce upon lake Ontario and the river St. Lawrence between the various ports thereof, and to acquire such wharf and dock privileges and such real estate and other personal property as may be necessary to enable said company properly and conveniently to transact thebusiness aforesaid." The capital stock is $30,000, and the location of the principal business office is to be at Carthage, Jefferson county, N. Y. The trustees are George Sweet, Vernon Sweet, and Wellington H. Gowdy of Carthage, N. Y.

BREAKWATER REPAIRS.

The prospect of money for the extension of the government breakwater at Buffalo, being removed another year, Captain Mahan, United States engineer in charge, is taking steps to use the money now on hand. His plans for repairing the old structure with stone have been approved and he has orders to prepare specifications for 750 feet of the 1,910 feet lying north of that lately repaired with wood. Although this is far short of the amount desired, it is hoped that the worst breaches will be reached. There is no hurry in getting to work and Captain Mahan thinks that nothing will be done before June.

The wooden superstructure is to be removed two feet below low water mark and rebuilt with stone 14 feet high in all, which is the present elevation. The whole width will not be taken, however. On the lake side the facing wall slopes inward three feet in rising five feet and then, approaching the perpendicular, slopes 1½ feet in rising nine feet. The top is 17 feet wide and the angle of the rear wall is the same as the front, for nine feet descent, when the wall resumes the horizontal until it becomes flush with the cribs. Then it descends direct to a level with the bottom of the outer surface of the new structure. This gives about 12 feet for the width of the rear horizontal surface of the breakwater.

The material needed will be about 8,000 cords of stone in four sizes, besides cement. The larger stones must weigh from 2,000 to 3,000 pounds, the second size from 200 to 2,000 pounds, the third size from 20 to 200 pounds, and the stone for the concrete, which fills the interior of the wall, must go through a two-inch ring. The facing stone will be roughly dressed. This is expected to form a structure that will stand for all time.

Captain Mahan hopes that a river and harbor bill will be passed early next session so that the work can be done next year. The difficulty with the long session of congress is that it is usually midsummer before this bill is passed. Last year it was not signed until August 5th.

British shipbuilding is gaining again, the tonnage launched on the Clyde in January being about 50 per cent greater than in the same month of 1886 or 1885. Moreover, there is a notable increase in the orders ahead.

The president, on the 3rd inst., approved the act to authorize the president of the United States to protect and defend the rights of American fishing vessels, American fishermen, American trading and other vessels in British dominions of North America.

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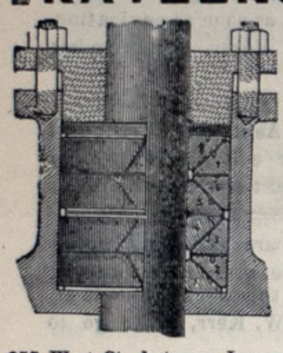

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This tug is 52 feet over all, 13 feet 3 inches beam, and 6 feet 6 inches depth of hold. Engine, 13x14; steel boiler 4 feet 6 inches diameter by 9 feet long. The hull was built by Geo. H. Notter, Buffalo, and is an excellent model and well built. The tug is nearly new, having done only five month's work since she came out new last summer. She has a poop deck and finished cabin fore and aft, and classes A1. Price, $4,300. Address MARINE RECORD OFFICE.

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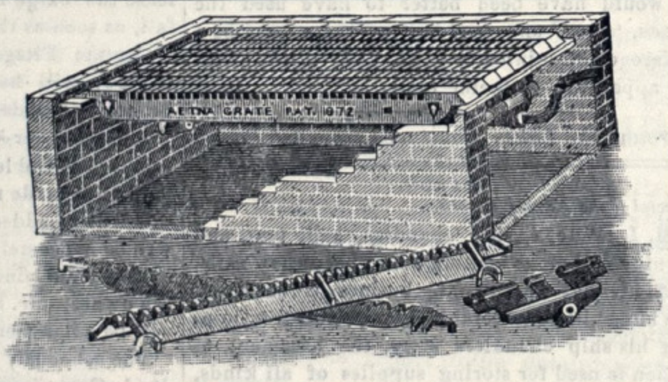

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No 4, Fast Limited Express	*2 55 A M	*3 05 A M
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No 26, Elyria Accommodation	†7 45 A M	.....
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No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York "Flyer"	.....	*12 noon
No 12, N Y & B Fast Express	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No. 23 Cleveland Express	*2 15 A M	
No 3, Chicago Express via " "	§5 20 A M	6 35 A M
No 25, Mich Accom Norwalk	.....	†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
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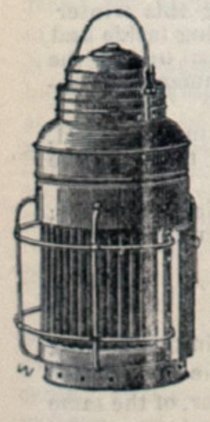

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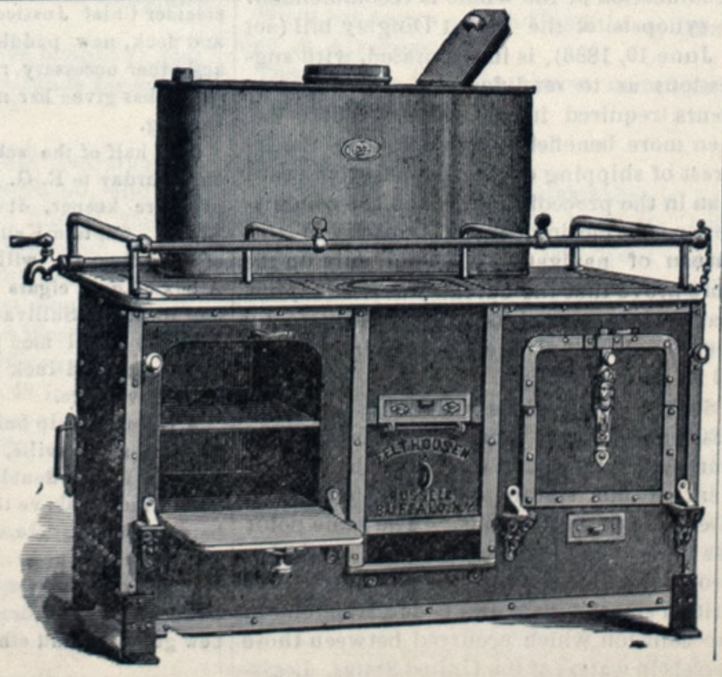

Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PROP'R

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, MARCH 24.

ANNUAL REPORT OF THE COMMISSIONER OF NAVIGATION.

After three or four months' delay in the printing office a very able and important report, of over 400 pages, by the commissioner of navigation for the year 1886, has been published. In this annual resume of the navigation interests of the country Captain Patten presents, as he has done from the beginning, a very full account of all marine matters coming within the purview of his office. Many of the subjects are discussed from a technical standpoint and show plainly that for the safety of all concerned no one but a practical man should have charge of interests where life and property are so often imperilled. We will only refer here to a few of the leading topics that the commissioner has discussed so familiarly. Take, for example, the question of collisions at sea. Probably no other cause in maritime affairs produces so many disasters; but Captain Patten says that by far the greater part of these accidents might be prevented, and he proceeds to deal with the subject from that standpoint, and makes various suggestions as to lanterns, and steering regulations by which it may be avoided are shown by excellent illustrations, many of which only the practical if not scientific seaman can understand. After a collision has occurred the proper advice as to what course should be followed is given, and the law that governs the settlement in cases of damage is laid down.

The statistics of tonnage, given in the report, are very full, embracing the merchant marines of other nations as well as our own. The shipping interest is reported to be in about the same depressed state as last year, the tonnage of the United States having actually fallen off somewhat. Shipbuilding is at a low ebb, but a constant increase of iron vessels and of steamers is noted. The commissioner suggests that private yards be established at different points along the coast, suitable for building large ships, and that the government aid the parties to a certain extent, with the understanding that such yards or plants be always at the service of the United States for the building or repair of naval ships. He also recommends the creation of a fleet of vessels, to be held in readiness for transports or cruisers in time of war; a kind of militia of the sea, always ready for an emergency. Such vessels, being employed for commercial purposes in time of peace, would be very much cheaper to maintain than a large number of expensive men-of-war.

The fisheries receive some attention, and their importance as nurseries of seamen is dwelt upon. The value of the American fisheries has always made them a bone of contention, and a short notice of these disputes is given. The sea fisheries are, for the sake of convenience, divided into two classes.

1. The cod and mackerel fisheries, which now employ 1,739 vessels, of 80,705 tons.

2. The whale fishing which employs 104 vessels, of 23,138 tons, beside about 40 vessels which belong to the Pacific coast.

The commissioner incorporates an important paper on yachts and yachting, in which an interesting history of the international races for the Queen's cup is given, and a practical comparison of the American and British favorites, as to model, with some fine illustrations of each. This departure from the practice of embracing only fishing, or freight and passenger vessels in the merchant marine is a commendable one, as a fleet of yachts, such as now hoist the flag, is really something to be proud of.

A comparison of our merchant tonnage with that of foreign countries is thought by Captain Patten to operate to our disadvantage, owing to the different modes of measurement, and practice in some countries of including all kinds of craft in their mercantile navy lists. The need of simplifying and unifying the various systems of tonnage measurement is acknowledged, and Captain Patten has given much attention to the subject which, it is to be hoped, he will find time to study and complete for the benefit of the different merchant marines.

The subject of taxation of ship property, which was discussed quite fully in last year's report, is again taken up and treated in its comparative bearing upon American and foreign ships. "If," says Commissioner Patten, "the shipping with which we have to compete for the foreign carrying trade are exempt from these burdens which ours have to bear, even this small discrimination would be sufficient in the long run to weight it to its death."

Upon the subject of pilotage, which is considered a vexed question, the commissioner gives a synopsis of the measure pending before congress, and approves of the Dingley bill, so-called; but, in view of the strong opposition of the pilots, he says that it might be better to frame a general pilot law for all the states, retaining the local rules and regulations of the various ports, but providing that officers of American vessels, be allowed to pass the examination and receive a branch, after which they be entitled to pilot any vessel on which they serve.

Reference is made to the tables of freeboard, approved by the British board of trade, and which the British government deems it advisable to be accepted by other maritime nations. Captain Patten remarks with regard to this important proposition, "a rule upon the subject, binding upon all concerned, would be conducive to the general safety of the vessel and her cargo and crew, while there would necessarily result a considerable gain in bulk of tonnage required to transport the heavy cargoes." Captain Patten estimates that if all overloading could be prohibited this gain in the article of coal alone would amount to over a million tons annually. A considerable economy in the loss of life through shipwreck might also be expected.

In regard to seamen Captain Patten says: "There is much on the question of seamen that is satisfactory, and also much that is unsatisfactory." After discussing the sailor from every standpoint in his relations to the service, which he does with the pen of an expert, he proceeds to treat of him in his moral and religious aspects. A list of the different sailors' homes and bethels in the United States is given, as also an account of the various systems of pensioning seamen who exist in different parts of the world. Legislation is suggested to the end that our seamen may have more encouragement; as also, improvements in the laws that govern their discipline at sea. A system for the certificating of officers in the merchant marine is again recommended, and plans for the proposed system set forth.

A compilation of the navigation laws having been made by Commissioner Patten, under a special act of congress, the defects of the present system of laws is pointed out, and a codification of the whole is recommended. A synopsis of the recent Dingley bill (act of June 19, 1886), is incorporated, with suggestions as to modifications and improvements required in the same. There has been more beneficial legislation in the interest of shipping during the past five years than in the preceding fifty, and the commissioner, in closing, justly remarks of the bureau of navigation that, not only do the facts prove that the bureau was needed, but that it has proved its great usefulness by keeping abreast of the shipping interest in all its requirements.

Several suggestions are made by Commissioner Patten, among the most noteworthy being that, in respect to the amendment of our statute enacting the revised international regulations. The same point has been more recently noticed by Judge Brown in his decision in the case of the British steamships Aurania and Republic in the collision which occurred between those vessels in waters of the United States. Legislation is also recommended in respect to discipline of seamen; the codification of the navigation laws; the reorganization of the coasting districts; the modification of the pilot laws; exemption of vessels from local property tax; the enactment of proper salvage laws; the certificating of officers in the merchant service, etc.

The report is contained in 400 pages in all, and is a very valuable collection of maritime information, including other countries as well as our own. The idea of making comparative tonnage tables, introduced by Captain Patten, is a good one, that affords ample means for a study of the whole subject, and it is to be hoped that he may be able in the future to lend his knowledge and experience to a solution of the question.

JUDGE BLODGETT has refused to grant the injunction asked for by the state of Illinois against the Illinois Central railroad company, restraining the company from filling in portions of the lake shore, until the celebrated litigation about the lake front is settled. The railroad company has already seized upon land, and the valuation of which has been placed as high as $50,000,000. Mr. Hunt, counsel for the state, was granted leave to apply for a restraining order in case things began to assume a serious aspect on the lake front.

THE lighthouse at Saginaw bay, stands on leased land, and the government has been paying $1,000 a year for it. The five year lease is about to expire, and the treasury department is able to renew the lease for the next five years at $255 a year. This large reduction is attributed to the fact, that the fishing at that point is now very poor, and the owners of the land have no other use for it than to lease it to the government.

A GLASGOW firm has just shipped to Sebastopol, a set of the largest triple expansion engines that have ever been constructed for a man-of-war, to go into the new-Russian iron-clad Sinope.

THE NEW STEERING RULES.

To the Editor of the Marine Record:

CLEVELAND, March 21.

I notice in the last, RECORD quite a long letter from Captain T. W. Kirby, of Grand Haven, in which he finds fault with the new steering rules for steam vessels. He quotes the rules as saying: "All steam vessels must in the future, have their steering wheel chains so rove, that when the order is given to "starboard," the wheel shall turn to starboard; and to port, the wheel shall turn to port." The rules do not read in that way. On a sailing vessel when the wheel is put "a-starboard," the vessel's head swings to port, and vice versa. That is just what the new rules say. "When the wheel is put to 'starboard,' the vessel's head shall go to port, and when the wheel is put to 'port,' the vessel's head shall go to starboard."

The only chance for an argument is in the fore part of the rules, where it says: "Steamers shall have their wheel chains so rove, that the 'wheel' and 'helm' shall move in the same direction. It would have been better to have used the words, 'wheel' and 'rudder,' as there may be a difference of opinion as to what part of the steering apparatus, the 'helm' really is. K.

[*Around the Lakes Continued from 1st Page.*]

TOLEDO.

Special to the Marine Record.

M. I. Wilcox, ship chandler, sail, tent, and awning maker, is making a number of new sails, and his tent and awning business is booming. He has built considerable new premises adjoining his ship chandlers store, the basement of which is used for storing supplies of all kinds, incidental to his business, and the first floor into an office, and large sail, tent, and awning-making manufactory.

Captain G. W. Stoddard will not take command of the steamer Saginaw for the Presque Isle Park Co., but will command the propeller Newburg, of the Central Vermont R. R. line. His son Lewis M. Stoddard, will have command of the Presque Isle Park Co.'s steamer Evening Star.

Frank Craig, ship carpenter, has given the steamer Chief Justice Waite, new deck frames and deck, new paddle boxes, repairs to wheels and other necessary repairs. Engineer Andrew Weis, has given her machinery a thorough overhauling.

One half of the schooner Brooklyn was sold on Saturday to E. G. Ashley, marine vessel supply store keeper, 41 St. Clair St; consideration $2,500. Captain Kelly who owns the other half of the schooner, will retain command of her. A box of good cigars was brought along by the new owner to Sullivan's tug office, and enjoyed by many vessel men present on Saturday afternoon, and good luck was wished him by all, in his new venture.

A Gilmore, ship builder, at his shipyard and drydock at Ironville, is converting the tow barge Galatea into a double decker. He has raised her 28 inches above the rail, making her 6 feet between decks. He is building two mud scows for James Rooney. The tug Crawford will go into the drydock for calking and new holding down bolts. The dredge Quickstep will receive new gunwales and other repairs.

WILLIAMS.

OGDENSBURG.

Special to the Marine Record.

The only indication at this port, that spring is approaching, is the activity manifested, at St. Lawrence marine railway company's shipyard. Where a force of fifty men is steadily employed building and repairing, and Ogdensburg has not seen so much activity at the west end of the city, since the palmy days of the Northern transportation company, of which your lamented townsman, Philo Chamberlin, was president. Truly time works changes, and the Central Vermont railway company, with its eight boats, will do more business this year than the old company did with twenty-one.

The ice is still solid in the river, and hundreds of crossings are made by teams every day at this point. There is very little open water in the river, but reports say very little ice in the lake. A few warm, rainy days would work a great change, but it snows rather than rains, and the mercury hugs zero, and the wary navigator who has prophesied an early opening, now shakes his head, looks wise but says nothing.

The only arrival, of interest to shipping, is Captain Rollo, who has come to fit out the schooner W. J. Averill. LANDLUBBER.

OSWEGO.

Special to Marine Record.

The following is a list of the Oswego captains and their craft for the season of 1887. Captain Ben Chambers, schooner Maria Martin; Captain N. E. Hoover, schooner Helvetia; Captain James Scott, schooner George; Captain John W. Kerr, sch. Polynesia; Captain Jas. Curran, schooner John Wesley; Captain Wm. Lennon, schooner Kate Kelley; Captain Chas. Tift, schooner M. J. Cummings; Captain John Quigley, schooner West Side; Captain P. Griffin, steamer Monteagle; Captain P. Hurley, schooner W. H. Oades; Captain Dan Hourigan, propeller Arctic; Captain Geo. Richards, schooner Hoboken; Captain Mat Hourigan, schooner H. J. Mills; Captain P. Woods, schooner Madeline T. Dowing; Captain Wm. Andrews, schooner D. G. Fort; Captain Chas. Bough, schooner J. R. Noyes; Captain J. Molther, schooner Nassau; Captain T. Farrell, schoonen Lem. Ellsworth; Captain Ripson, schooner John Magee; Captain D. Beggs, sch E. J. McVea; Captain J. Lannigan, schooner O. Mitchell; Captain T. Beggs, schooner Bay State; Captain H. Williams, steamer Baldwin; Captain P. Hart, tug Satisfaction of Chicago.

Captain M. Kerwin will, as soon as navigation opens, take the tug C. P. Morey, which he has bought, to Ashtabula.

The tug E. J. Redford, Captain J. Redford, which paid Buffalo and Ashtabula a visit last summer, is getting a new cylinder 19x18, and general repairs, so that next season some of the boats will hustle to keep near her.

Some of our captains are expecting orders every day now to go to the vessels. Captain J. Scott goes to his schooner this week. She is at Ashtabula. Captain J. W. Kerr, is to go to Cleveland the 24th.

Captain Cal Becker is at Clayton engaged in repairing the schooner American.

Captain Downs of Ashtabula was in the city last week, looking over the tug C. P. Morey with a view of purchasing.

The tug Florence Yates, of Charlotte, has been fitted out, and will make an effort to release the barge Bolivia, which went ashore last fall, as soon as the weather permits.

Captain Fitzgerald, formerly of the steamer Curlew, will have charge of the tug Wm. L. Proctor, of Ogdensburg, and tows this season.

The schooner Mary Copley is being extensively repaired at Goble & Macfarlane's yard, having both ends made new, with new decks, etc. To this will be added a new monkey rail, and she will be handsomely painted and the name changed to the Madeleine T. Downing, after a niece of the owner, Mr. Steve H. Lyon. The schooner will be a handsome craft when finished.

The schooner, Blazing Star, has been sold by M. J. Cummings to Chicago parties.

LEWIS.

HURON.

Special to the Marine Record.

The Canadian tug Jessie and schooner Wawanosh, wintering at this port, will receive new decks and general repairs.

Mr. Loomis, of Cleveland, was in town last week, looking after his tug Tempest, now chartered and under the management of Shepherd & Son's fishery.

The schooner Owasco, owned by Wickham & Co., of this place, has recently been sold to Pringle Squire, of Port Huron, for $4,800.

Captain Peter J. Laboo, who last season commanded the schooner D. Provost, has been appointed master of the schooner Pulaski, now lying at Detroit, loaded with 24,000 bushels of grain for Buffalo. Pete is a hustler.

The schooner J. B. Kitchen has been receiving a general overhauling this winter a new center board box, calking inside and out, and other minor repairs, under the supervision of her genial commander, Captain Henry Peterson.

Captain J. D. Peterson is in Cleveland, looking after repairs being made to the steamer Columbia.

Captain O. B. Smith is looking for a one; eighth or one-fourth interest in a towbarge-wants a sailing interest. Z.

DAYSVILLE.

Special to the Marine Record.

Captain L. C. Cole is going in the Guiding Star again this season. The Star will be towed by the steamer Bessemer, of the same line. Captain Wm. Chamberlain, formerly

of the steamer Jim Sheriffs, will command the Bessemer.

Captain H. C. Page, formerly of the propeller J. L. Hurd, of the same line, will this season command the City of Fremont, of the same line. COLE.

BUFFALO.

Special to the Marine Record.

John Gibson, United States inspector of hulls at Buffalo, has been removed by the president from that office.

The Express says it is quiet in marine circles. Ore contracts are few, lumber is not doing much, and there is no stir at all in coal. Shippers are waiting to see what effect the inter-state commerce law is going to have and they also hope to profit by the large amount of tonnage here if they do not hurry matters up too much. Vessel owners are not going to accept low rates, and so the matter rests.

A dispatch from Kelley's Island announces that the propeller Northerner was afloat and that more of the cargo would be taken out to insure her from sinking.

The captaincy of the propeller Newburgh, which was thrown up by Captain White after he was engaged to sail her, has been given to Captain Stoddard of Toledo, late of the Gault. Captain John Hutton, who sailed the Anna Smith last year, will sail the B. W. Blanchard.

The new boat building at the Mills yard is to be launched next month. Her decks are being laid and calkers and painters are at work on her.

Superintendent Betts has sold the two canal boats built here for him by William Murphy to David Otts of Oswego for $3,300 a piece. They are quarter deck lake boats. One was finished last fall, but the other is not quite done.

There are upward of 150,000 barrels of flour already awaiting shipment at Duluth, and a seven cent wheat freight to Buffalo is predicted. Every vessel wintering there is loaded.

Captain M. M. Drake, well known on the lakes as superintendent of the Union drydock, has resigned, and retires this week. His successor comes from New York and is entirely unknown here, except that his name is Babcock. The Union drydock, authorities in Buffalo are very sorry to spare Captain Drake and do not understand why he leaves a position he has so long filled efficiently. Before the war he sailed a steamer of the Erie line, the predecessor of the Union line. He resigned and entered the army, but returned to the Erie service after the war. Captain Drake has, from his his first connection with the establishment shown himself to be an energetic and skillful manager of the business in hand, and he has many friends who regret to have him leave. A fitting testimonial of the esteem of those who were employed under him for years, was presented in the shape of an elegant gold watch, suitably inscribed.

Dear old RECORD, it is again my pleasure to give a few items of the past week's happenings. They are not numerous, but they are facts and to be relied upon. The excitement of the week has been the Richmond hotel fire, where so many lives have been sacrificed and many others placed in jeopardy from the effects of the fire. It is stated that a number is missing or unaccounted for. A large meeting of our citizens was held to take action as to the obstructed condition of our streets, from the accumulated mass of telegraph, telephone, and electric wires, which seriously interfere with the work of our firemen, and prevent the free use of the material provided for extinguishing flames and saving life in such as that of the Richmond fire on Friday night last. It is to be hoped that the apparent determination on the part of our leading citizens will bear fruit in the right direction, and a remedy be found for the evil complained of.

The outlook for an early opening is not, at this writing, very encouraging. However, we predict that the 15th of April will bring it about. Navigation in the creek is open, although there is considerable floating ice. Vessels are being moved around daily. There are four tugs at work, two from each line. Fishermen report the ice very thick up the lake.

The tug Edward Fiske, belonging to the Hand line, sprung aleak to-day while lying at her dock, foot of Main street, and sunk. No. 12 fire engine made an attempt to save her from sinking, but failed. She now lies at the bottom of the river. Arrangements are being made to raise her. The Fiske was employed in breaking the ice in the creek, and it is believed she either started a butt or was cut through, causing the leak.

We are at sea, so far as business concerns the opening of navigation, especially in hard coal matters. No one knows what they will start off with. Some are of the opinion that coal freights will open somewhere near 65 cents. The large amount of tonnage in port to leave, and the equally large amount to arrive, down, as soon as navigation opens, has influence. The interstate bill has a good deal to do with it, and it remains to be seen what interpretation the commissioners will put upon its provisions. No two men seem to agree as to what it really is.

Lumber freights will open at about $2.50 to Buffalo and Tonawanda.

Captains Neyland and Mooney, two of the oldest Anchor line captains, resigned their positions as captains of the China and India, respectively. Captain Neyland's resignation is the result of bad health, and Captain Mooney goes to sail the schooner Barnes.

This week has brought a number of captains and engineers to fit out. Of the Wilson fleet there are three captains, Murphy, Carlisle and Morton. The latter has returned to Cleveland. Captain Malcolm Stalker is here, making repairs on his vessel, the Charles Foster. Captain P. L. Millen, of the Iron Chief, arrived here on Monday to fit out.

The drydocks are crowded with work, and vessels are awaiting their turn. There has been a large amount of repairs made on vessels at this port this winter.

The long talked-of purchase of the schooner Emma L. Coyne is not yet consummated, and it looks as if it had fallen through.

Captain R. P Fitzgerald was in the city to-day, and left for Cleveland this evening to look after his new steamer, building at that port. Captain George Berriman was in town with him, both being interested in the new engine, built by the King Iron Works. WM.

THE STRAITS.

Captain L. R. Boynton commanding the steamer Algomah, running between Mackinaw City and St. Ignace, in answer to a telegram asking for a fair opinion as to the condition of the straits, answered Captain W. R. Owen as follows: "The ice in the straits is from twenty to twenty-four inches thick. It is sound, blue ice, and is somewhat thicker and heavier than it was this time a year ago. The winds are easterly most of the time, cold and raw. The weather does not differ much from a corresponding time last year, and unless a material change sets in there is nothing to indicate an earlier opening of the season than the last. There has been a boom all winter in the Upper Peninsula. Everything bids fair for a good season for all concerned. The Mammoth hotel at Mackinaw Island is one of the sure things now. The Island is prospering, and a great season may be looked for."

KINGSTON.

The Celtic and Lake Ontario will be commanded by Captain Cavers and Captain Patenaude, as last season, but Captain Thos. Green, formerly of the Myles, will take charge of the Lake Michigan.

Captain Malcolmson will command the Acadia, Captain M. Kennedy the California, of which he was mate last year, Captain Shaw the schooner Rutherford, and Captain Gribbin, the St. Louis.

Captain Milligan will again sail the Sylvester Neelon, Captain O'Brien the Manzanilla, Captain Johnson the Undine, Captain Armstrong the Ella Murton, and Captain Skelton the Gulnair.

On Friday and Saturday, Captain Paul, was engaged in ascertaining the average depth of water over the shoal on which the Myles struck. In one spot water 40 feet deep was found and yet a short distance farther on only 10 feet could be sounded. He forwarded his report to the dominion government.

Owing to the Welland canal not being ready to open for navigation until May the 2d, mariners say that boat owners and companies who have made charters for an early Toledo trip, either from Kingston or Montreal, will have to forfeit their engagements. On the whole season's work, a two weeks' trip will be lost to every owner of a canal craft. Repairs had to be made to the locks, and the work could not be completed sooner.

Captain M. J. Galvin has bought D. Galligan's third of the barge Uranus for $5,000.

WYANDOTTE.

Special to the Marine Record.

The composite steamship, building for E. M. Peck, is nearly completed, and will be launched next month. She is 250 feet keel, 266 feet over all, 41 feet beam, 21 feet deep. A new steamship, 304 feet over all, 40 feet 6 inches beam, 26 feet moulded depth, will be built of steel, for the Western Transit Co. She will have a triple expansion engine, 23 and 36 and 62, by 48 inches stroke, and two double ended boilers of Scotch type, 11½ by 18; four furnaces 3½ feet diameter. WILLIAMS.

CLAYTON.

The keel for a new steamer is being laid in S. G. Johnson's shipyard at Clayton, for Captain E. G. Robbins, of Fisher's Landing. The boat is to be completed for use the coming summer, and will be put on the T. I. Park Fisher's Landing route, in place of the Flora.

MARINE CITY.

Special to the Marine Record.

About two years ago Captain Sam Burnham, of the screw passenger steamer Mary, plying between Algonac and Port Huron, bought an eighth interest in said vessel from Mr. Frank McElroy, of this city; consideration, $1,000 down and $3,000 in installments, agreeable to both parties. It appears that the annual report of dividends has not come up to the outside report, financially. We are informed that the captain has been pay-10 per cent on the remaining $3,000, which, it is said, has taken about one-third of his wages to do the same, there being no dividends declared for his one-eighth interest, and we understand that he has sold his interest back to Mr. McElroy for the same figures. Captain Sam will continue to pull the bells, with Captain Wm. Davis as mate. We know of no master better qualified.

The St. Clair Flats has been surveyed by U. S. Surveyor Bartholomew, and takes in more unsurveyed property than the old residents like, as well as all of the submerged land. It also takes in a number of acres of the island's farming lands, which will probably all be offered for sale by Uncle Sam in due time.

Mistakes made in reporting appointments last week are corrected, as follows: Captain Charles Norton, the Kate Butteroni; Tempest, James Taylor instead of Tom Taylor; C. W. Curtis, Robert Gaines instead of Robert Graves. Captain George Lester commands the P. H. Birckhead.

It is rumored that Captain Tyler Morley will be master of the new Morley steamship Louisiana.

The D. F. Rose has been newly painted and repairs are about completed. Captain C. M. Saph will go to Detroit, where her boiler will be taken out and replaced with a new one now waiting her at that port. We think she will be able to get through Lake St. Clair about the last of this week. The Rose has been made comparatively new this winter, under the supervision of Alfred P. Kinyon, one of our most noted ship builders. An inspection will show Mr. Kinyon's workmanship, which is pronounced top-shelf goods by all of our mechanics.

No ice to date in the St. Clair river. The rapids at the mouth is a solid field of ice as far as the eye can reach, seen from Fort Gratiot light. Warmer weather and heavy southwest winds will soon make way with it.

The crew of the Abercorn, Captain James Leitch, leave here on the 23d to fit her out at Cleveland, and will endeavor to have her at this port by the 7th of April. We hope they will be successful.

Chief Engineer Alonzo Arnold and his brother left for Buffalo to take charge of the machinery in the V. H. Ketchum.

The Edward Smith will get steam and tow the J. C. Pringle to Port Huron to get her machinery repaired. The tug Roy will break the ice in Bell river to let them out. BOB.

PORT HURON.

Special to the Marine Record.

Captain Cummings, Geel and others have purchased the barge Wm. Young, of Wm. Harrsuff for $3,500 cash.

The barge H. C. Patten, of Algonac, is receiving new deck frames, decks, sails and stanchions, covering-board, and will come out in the spring in first class shape.

Abram Smith, of Algonac, will rebuild at once the tug Geo. H. Parker and have her to tow his barges in the lumber trade.

Tug Record is all ready, and made her trial trip last week. Captain Inman says he has got the dandy tug now.

Captain Geo. McPherson, who has sailed on one of the Port Huron ferry boats for ten years past, will leave the Ferry Co., and accept a position as master of the tug Record, of the Inman line, of Duluth. The Ferry Co. loses a good man in every respect, and the Inman line wins the same.

Captain Ed Buzzard, formerly lighthouse keeper at Saginaw river, will command the schooner Barbarian the coming season.

The City of Concord is almost ready to make a start, and as soon as there is a hole large enough she will go.

Work has begun on the Unadilla at Dunford & Alverson's.

The George King is almost completed. She is all O. K. JAY.

GIBRALTAR.

Special to the Marine Record.

A passenger and freight steamboat is being built for the F. & P. M. R. R. Co., 200 feet long, 31 feet beam, 14 feet deep; compound engine, 21 and 37 by 36; two Scotch boiler, 9 by 11 each. She will be launched about April 1st, and will be known as the F. & P. M. No. 3.

The Detroit Boat Works Co. are building for the Toledo Marine Co. a passenger steamer, 80 feet over all, 16 feet beam, 6½ feet depth of hold. She will have a 14 by 14 marine engine, and will be launched next month. A handsome steam yacht, 50 feet long, 7 feet beam, 3½ feet deep, for Mr. Newberry, Detroit. She will have a Colt's engine. She is a splendid model and is expected to make good time. A fish tug, 40 feet long, 10 feet beam, 4 feet depth, is just completed for parties at Alpena. Two catamaran scows, 67 feet long, 6 feet wide, 3½ feet deep, with a house built on both, 50 feet long, 21 feet wide, to go up on Lake St. Clair Flats. The company are also building a large number of yawls and pleasure boats. WILLIAMS.

SANDUSKY.

Special to the Marine Record.

J. E. Monk, is building a tug for Henry Lay & Company, she will be 74 feet long over all, 16 feet beam, 7½ feet depth of hold. The passenger steamer Louis is on the drydock. She is receiving new ceiling, new rudder and having her buts calked. The steamer American Eagle has been on the drydock for a new wheel.

Fred Groch, has removed into more commodious premises, just west of his old office on Water street. He now occupies the finest tug office in Sandusky. His tug Myrtle will receive a new boiler 5 feet 6 inches by 12, feet, which is being built by D. Connelly, at the Cleveland Steam Boiler Works.

McKay & Merrick, ship carpenters, are giving the scow Dawn, some new frames, deck frames and deck, new stanchions, bulwarks and rail, some outside plank and a general overhauling.

The steambarge May Flower, Captain James A. Lockhart, is receiving a general rebuild consisting of new deck frames and deck, new frames, stanchions, bulwarks and rail, new outside planking, new cabin stanchions new windlass bits, pawl post and partners.

Captain R. T. Parsons, is here from Buffalo, getting some new deck and necessary repairs done on the propeller Nebraska, and engineer's Henry Payne and W. Reilly, are fitting out her machinery. She will have a new coat of paint inside and out.

Captain J. B. Hart, machinist and engine builder, shipped on the 16th inst., to Port Clinton, a high pressure marine engine 17 by 20, also one of Trout's wheels 6 feet 6 inches diameter. He is rebuilding an engine 9 by 9 for the lighter Pacific of Toledo. He has added to the working material in his shop a new planer 27 inches by 28 inches, 7½ feet long and is getting in another lathe to swing six feet, to increase his working capacity and keep up with the times.

The tug Mystic, owned by M. L. Marsh, has received new stanchions and bulwarks, plank sheer and rail and part new decks; her boiler is receiving new flues, legs, fire box and necessary repairs.

The steamer American Eagle, Captain F. J. Magle, is making daily trips and carrying a large amount of merchandise and many passengers. She had the misfortune to break two wheels in February, on the heavy ice she had to encounter. The first one broken was replaced out in the lake between Put-in-Bay and Middle Bass Islands, in 23 feet of water, by the aid of jack screws and timber, and the other, the blades of which were broken off to within two inches of the hub, was replaced at Monk's drydock. This was the only time she was ever disabled so as to require outside assistance. Her owners intend to have a steel wheel made for her for next winter's service. WILLIAMS.

SAUGATUCK.

Special to the Marine Record.

The new steambarge being built by Messrs. Nies, Griffin, Henry and Captain Cummings is rapidly nearing completion and will be ready for sea about the 15th of April. Captain John Campbell formerly mate of the steamer Douglass, will command her.

The R. C. Brittain fleet, the Colborn, Root and Suit are being put in first class condition for the season's work.

Captain Philip Hancock, has sold his steamer Eva W., to the Peck Lumber Company, of Michigan City. He will run his new steamer Allegan, on the route between this place and Allegan. The water at the mouth of the river is better than for several years. SEMPER.

PORT ARTHUR.

The Sentinel says the prospects of an unusual good business being done in Port Arthur next summer are most encouraging.

The extension of the breakwater will be proceeded with in a vigorous manner on the opening of navigation and will afford employment for a considerable number of men.

ERIE.

The chief engineer of the Anchor line, began to fit out the boats at this port Monday. The following reappointments were made: Geo. Campbell to the Philadelphia, Fred Potts to the Wissahickon, J. L. Walker to the Clarion, and J. J. Killilee to the Juniata.

FRANKFORT.

The steamer John Dewar and George D. Sandford arrived from Manistee with supplies. A large field of ice is drifting from the northward and closing about Point Betsey.

OUTFIT FOR SALE.

G. F. Sheldon & Son of Ashtabula Harbor have the outfit of the schooner Nevada for sale, cheap. Any parties wanting such an outfit would do well to come and examine, or write for particulars.

HISTORY OF LAKE NAVIGATION.

Written for the Marine Record.

CHAPTER XC.

On Saturday evening, early in November, the large tug Eclipse caught fire around the boilers and was totally destroyed. She was lying at Lakeport, Lake Huron. The crew could not scuttle her and were obliged to leave their effects, but saved themselves. The Eclipse was owned by J. B. Scott, shipbroker of Detroit, and was valued at $12,000. The insurance was small.

The brig Frontier City went ashore near Kencardine, Ont., on the 4th of November and proved a total loss. She was constructed on the hull of the brig Canton in 1860. The crew were saved.

The schooner Charger, which was supposed to have gone down on the night of the Coburn disaster was over four weeks in making the passage from Oswego to Milwaukee.

Captain John Hardison of the schooner Pandora, while jibing sail off Cabots Head, was struck by the boom, knocked overboard and drowned. He was part owner of the Pandora and widely known on the lakes.

The schooner R. P. Mason, 169 tons, capsized on the 14th of November and drifted on a reef in Little Traverse bay where she became a total wreck. Five lives lost.

On the 14th the bark P. C. Sherman was driven ashore on Long Point and rolled over. The crew left the vessel in a small boat and were driven out into the lake and lost their lives. The schooner A. C. King went ashore near the same place but the crew were saved. The propeller Resolute went ashore eight miles west of the light and the brig Resolute near the lighthouse. Two of the crew one man and a woman were frozen to death. The balance of the crew drifted ashore on pieces of the wreck.

The schooner Active went ashore at St. Joseph, Mich., on the 10th Nov., and her master, Peter Johnson, of Milwaukee, lost his life.

The bark Twilight went ashore near Port Sanilac, Lake Huron, on the 18th of November. All hands perished except the mate and one man by the capsizing of the small boat. The body of Captain J. H. Gibbs was recovered and taken to Oswego for burial. The names of the others lost were John Henwood, first mate, Erie; Charles Wilson, cook; William Wilson, Julius Williams, and Alexander Rupert. Those saved were William Henwood, second mate, and William Rose seaman.

The schooner Eli Bates, which cleared at Sheboygan with a cargo of wheat consigned to G. S. Hazard, foundered in Lake Erie, between Conneaut and Ashtabula, and nine persons perished. She was in command of Captain Timothy McEwen. Other members of the crew were Matthias Collins, mate; and Benjamin Dill, sailor.

The schooner Almeda, Captain Charles Hanscom, of Buffalo, bound for Toledo with 250 tons of hard coal, went ashore near Madison dock, November 14. The force of the waves was so great that the vessel was thrown high and dry upon the beach and the crew walked ashore. During the same gale the Canadian bark Rooney went ashore three miles west of Fairport, and the crew of ten was taken off in a small boat by people living in the vicinity.

The schooner E. M. Portch, which went ashore on Beaver Island, Lake Michigan, and was pulled off, but sunk when about two miles away. The crew escaped in the small boats and arrived safely in Chicago. The vessel was owned by Mr. Portch, and was valued at $20,000; partially insured.

November 20, the bark Nelson, bound down, lost a sailor named John Doyle overboard, off Rondeau.

November 20, the steambarge Meteor, while making Put-in-Bay, struck a boulder near Gibraltar Point, and sunk in seven feet of water. She was owned and commanded by Captain R. Ryder, of Detroit.

On the 20th, by collision between the schooner E. B. Allen and bark Newsboy, off Thunder Bay light, the former was sunk. The crew of the Allen was taken off by the Newsboy and taken to Duncan.

The schooner Crosthwaite, with the captain, second mate and cook on board, was adrift in Saginaw Bay about two weeks. The crew finally made a landing over the ice to Little Charities where they procured provisions.

An interesting feat which resulted in the liberation of an ice-bound fleet in the Welland canal, was performed by Captain John Brown, of the N. T. Co.'s propeller Young America. He took the back track far enough to wind around and then came down past the fleet stern first, breaking the ice with his propeller all the way through.

The total loss of vessels during the season of 1871 with names are as follows:

Schooner Pioneer, barge Transport, bark Maitland, brig Lowell, schooner T. Kingsford, schooner Dan Tindall, tug B. B. Jones, barge J. F. Warner, schooner Stella, schooner Montezuma, propeller Joe Barber, schooner H. T. Fairchild, schooner Newhouse, propeller Free State, schooner Winfield Scott, schooner Gear, brig G. M. Abell, schooner Victoria, schooner Rosa Sterns, bark Major Anderson, scow Dunham, schooner Levant, schooner North Star, schooner Allyewick, schooner Clyde, schooner W. S. Lyon, schooner Skylark, schooner Plover, schooner New Lisbon, propeller R.G.Coburn, schooner Union, bark Excelsior, schooner Miranda, schooner J. S. Miner, schooner C. H. Hurd, schooner R. P. Mason, barge Ruby, schooner H. C Winslow, schooner Wm. Fisk, brig Saxon, barge Twilight, schooner Twilight, schooner Olivia, tug Sam Lewis, schooner Eliza Logan, schooner Curlew, schooner E. Blake, schooner Resolute, schooner Phœbe, propeller Evergreen City, propeller Dean Richmond, schooner Lucy J. Latham, tug Eclipse, schooner Eli Bates, schooner John Burt, schooner E. M. Peck, scow American Eagle, schooner Dane, scow Gold Hunter, schooner Loring, scow Kate Brainard, scow H. G. Williams, schooner Juliette, schooner E. B. Allen, scow Courtwright, scow George Goble.

Reports following this summary say that the schooner Guido was lost, with all hands' December 9.

Freights at the close of the season were quoted as follows: Coal, Buffalo to Green Bay, 75c; ore Escanaba to Cleveland $2.75; lumber Bay City to Lake Erie ports $5.00 per m.

The number of disasters during the season of 1881 on the lakes were 1167. Of this number 225 were caused by collision, 280 vessels went ashore, 31 were burned, 26 capsized, 19 foundered, 132 sprung aleak, 65 waterlogged, 60 were dismasted, 110 lost deck loads, and 10 exploded boilers. There were many other disasters of a minor character which are not ennumerated in the above. Compared with other years the record stands: 1868, total number of disasters 1164; 1869, total number of disasters, 1914; 1870, no report; 1871, total number of disasters 1167.

During the season, 23 old navigators died from natural causes, 214 persons were drowned on the lakes, 3 were murdered, 6 committed suicide and 26 were killed by accident, making a total of 271. The record of loss of life for 1868 was 321, and that for 1869 was 209.

THE DELEGATES ANALYZED.

Special Correspondence to the Marine Record:

NEW YORK, March 4.

Never shall I forget the day the convention closed, after five days' session, nor will my memory ever lose its picture of the parting scene connected with the final separation of the several representatives. Truly, they were a fine body of men, genial and witty, ready to aid each other whenever the necessity required it.

Mr. Bateman, of Cincinnati, left New York first, that gentleman being city boiler inspector of Cincinnati. Messrs. Dowd and Stroder, of Chicago, left next. In fact, the last time I saw Dowd he was trying to help Stroder on to a Broadway car, that gentleman having got his feet tangled up in the railing some way. So much impressed was I with the gentlemen I met that I am much obliged to you, Mr. Editor, for sending me to report the convention, and certainly trust that my explanation will be sufficient guarantee of good faith. True, I was at one time black-balled from one of the river branches of the order, but in all probability I shall forgive and ask them to do the same by me, for I—well, I was not a Good Templar at that time. In fact, to more fully assure you of my entire good feeling toward the M. C. B. A., I would willingly, if I could, borrow a "fiver" or a "tener" from any one of its members. But if I always feel as I do now I shall never mingle with them again, either in person or in spirit, for I have concluded to locate in New York, in a position on shore, which will prevent personal relations, and my spirits have been too rudely shocked here of late to retain any special glow for anybody.

The engineers of the convention came from the extreme west, the extreme east, and as far south as St. Louis. Mr. George McCutcheon, from No. 1, Buffalo, heads the list. This gentleman was assistant secretary in 1886, proving himself a capable officer.

No. 2, of Cleveland, had two representatives, Messrs. Stoddard and Miller, two of your solid men who make themselves heard wherever they go. Mr. C. M. Stoddard was a new star in the firmament of the national association, but he was a star whose effulgent light drew around him every other star in the constellation. Mr. Quincy Miller is an old timer, a genial fellow with a sort of ministerial look that makes him a favorite with the fair sex. That Mr. Miller was born there can be no reasonable doubt, but the date of that event has been differently calculated by different writers, and in order to strike a general average I should say that he was some where between twenty-one and sixty-four.

Messrs. Ried and Galway represented No. 3, of Detroit, both veterans in legislative harness. James H. Reid is doubtless as well known as any engineer upon the lakes, being chief, as he is, on a steamer that, though new, is already famous. Mr. Reid was once national president, and for two or three years chairman of the committee on legislation, where he performed some good service. John H. Galway, the re-elected national treasurer, is one of the best educated gentlemen in the lake marine, and an engineer of skill and judgment, and is respected by all who know him.

Messrs. Stroder and Dowd were the gentlemen from No. 4, of Chicago, and they did honor to their constituency. Martin Stroder was born to be an engineer, and his passion for the intricate details of his trade crops out on every unexpected occasion. T. F. Dowd, like Mr. Stroder, was a new man in the national association, yet his oratory won for him distinction, and he had many followers. This gentleman is of doubtful age, some claiming that he is fifty-four.

Lewis H. Vogt did the honors for No. 5, of Baltimore; a deep water man, whose fund of sea tales is seemingly inexhaustible.

Messrs. Wilson and Harris carried with them the credentials of No. 6, St. Louis, Mo., both gentlemen being old heads in the national association. Mr. Harris was re-elected national secretary.

Portland, Me., No. 7, sent good natured George H. Coyle to represent her claims, and he did the work only as a deep water man, and an old salt can do it.

William E. Elliott once more represented No. 9, and exercised, to the fullest extent, his genial and conciliatory manner, which in the past meetings made him greatly esteemed, and at the last convention made him national vice president.

Cincinnati, No. 17. once more sent that gifted gentleman, Edward D. Bateman, whose hobby in the order is better education and temperance. Mr. Bateman was at one time national president, and his term of office was one of brilliancy.

No. 25, of Stillwater, Minn., was not actually represented, owing to the fact that they had not opened their winter meetings. However, Captain A. R. Young, a prominent member from the association, was present and took an active part, being appointed a district deputy by the national president. Captain Young is an active worker in the order, though himself a wealthy steamboat owner.

From the "Iron City," from No. 30, came earnest, aggressive, enthusiastic W. E. Russell, also at one time national president, who towboated for thirty-four years on the turbulent Ohio. Mr. Russell greatly advertised the association while he was national president, by calling through the public press for aid from the members for the suffering engineers, residents of the flooded districts of the Ohio river.

Wm. T. Price, from No. 32, Baltimore, made his first appearance as a delegate. His service as an engineer on a pilot boat, in connection with his South American experience, made him an agreeable companion.

From the Pacific slope, from No. 35, came Mr. J. G. Lapham, another new face; an engineer, fresh from the land of the setting sun.

Toledo, Ohio, No. 37, once more sent E. D. Lock, one of the best natured men in the country. Mr. Lock had been among the boys before, and as usual his exhuberance kept the entire convention in good humor.

Henry Burton handed in a card upon which was written No. 43, Port Huron. Mr. Burton is an educated gentleman and an expert draughtsman.

Allan McKee once more represented No. 44, of Manistee, and his coolness and judgment made him oftentimes a valuable counsellor.

New York, No. 50, sent the Messrs. Fuller, two brothers, Aspinwall and Howard, both enthusiastic workers in the order. Mr. Aspinwall Fuller, elected national president, is a young man, not over thirty-four years of age, full of vim and energy, and will, beyond a doubt, wheel the entire seaboard into line before the close of his term. Mr. Fuller is a sea-going man, but is at present employed upon shore.

Mr. L. Walley, another new member, put in an appearance, from No. 51, Muskegon, Mich. Mr. Walley is an experienced lake engineer, whose earnest work for the order made him many friends.

New York, like Baltimore, has two associations, No. 56 being only a few days old when the convention opened, but her delegate was there in the person of T. W. Connally, a gentleman whose life has been spent upon deep water, and who has entered the M. E. B. A. to stay.

THE SECOND ENGINEER.

There is great activity in vessel circles, owing to the advance in freights of all classes.

Captain Marshall, of the United States corps of engineers in Milwaukee, says notwithstanding the fact, that the river and harbor bill has not become a law work on the Milwaukee harbor of refuge will be continued this season The last appropriation came so late that the contract for extending the work was not entered into until the 1st of last October, and the cold weather necessitated a cessation of the work for the winter. It will be resumed as soon as the weather permits, and the corps of engineers in charge will remain in Milwaukee at least as long as the work on the present contract is in progress. The contract will extend the harbor of refuge a distance of 300 feet, leaving 3,850 feet to be built.

The American Ship Windlass Co., tested the speed of one of their steam windlasses before a naval board recently, and took ten fathoms of chain per minute. The engines run very smoothly, and with out a jar being bolted down close to the deck on the plate and the piston. Pistn rods and cranks being balanced by the counter balance—as usual in the new style windlass—all the conditions are the most favorable for smooth and noiseless motion.

Owners of steamers all over the country are becoming alive to the importance of labor saving machinery. The American Ship Windlass Co., of Providence, R. I., have orders from the Atantic coast, the Pacific coast and from the lakes or steam windlasses to replace hand windlasses, and steam attachments for hand windlasses to facilitate handling their anchors, chains, and hawsers quickly and economically.

MR. J. HUGHS, who has conducted a meat market at 643 Detroit street Cleveland, Ohio, for many years, and who has always had a good vessel trade, will open a branch market at Fairport this season with a full line of the best quality of meats, fresh and salt, ham, bacon, lard, sausage etc. Steamboats and vessels supplied promptly at lowest prices. A capable and oblidging man will have charge.

G. F. Sheldon & Son, Ashtabula Harbor, are getting their meat market at their old stand, ready for the coming season. Vessel men will find the choicest meats at fair prices, and will receive good treatment.

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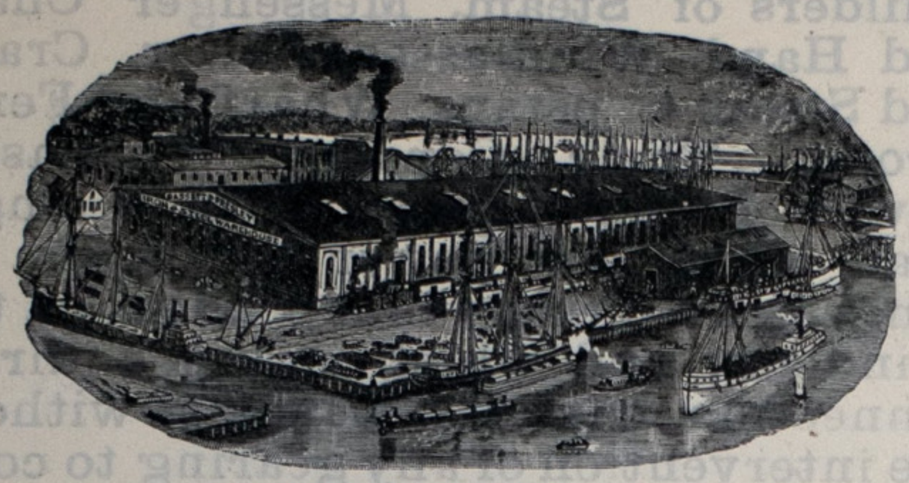

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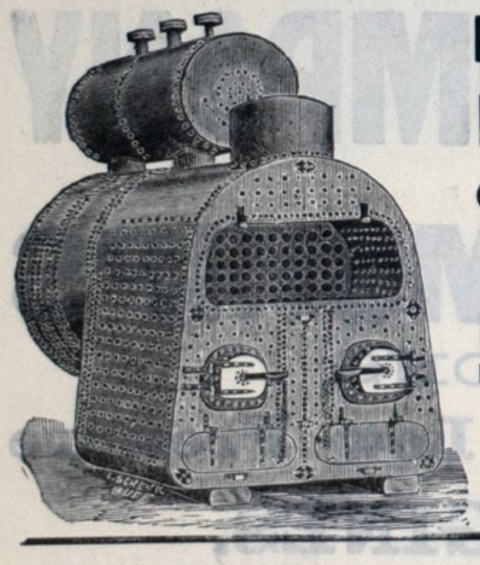

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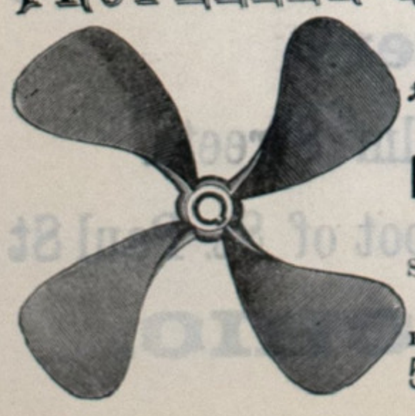

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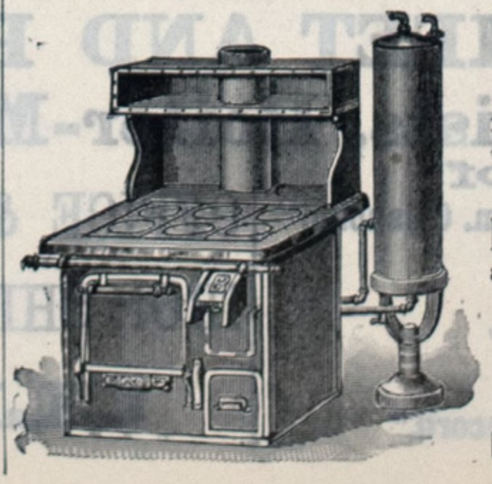

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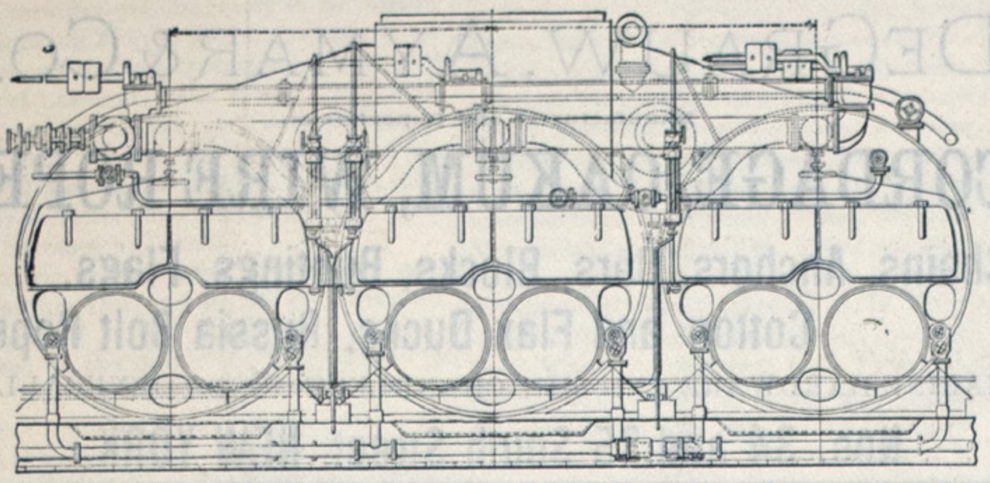

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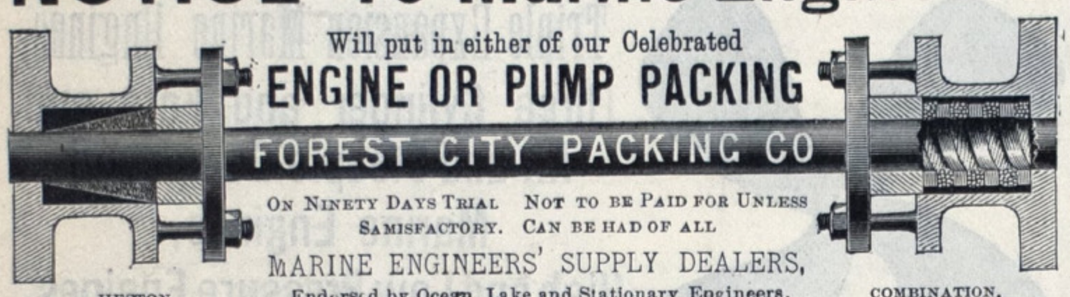

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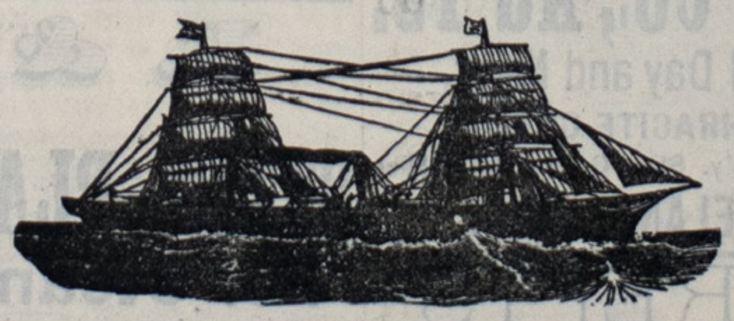

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